2007 to 2020, with the corresponding exploration programme and the expectations of inplace hydrocarbon establishment which is to be monitored periodically for required course corrections.

In order to have such a level of inplace hydrocarbon base, it is planned to step up the deep water exploration and spread ONGC's activities into non-producing, poorly explored and 'yet to be explored' basins, besides continuing intensive exploration in the producing basins.

(c) The position of initial inplace quantity of hydrocarbons in the country is provisionally 7.02 billion tonnes of O+OEG as on 1.4.2001.

(d) While ONGC has been adapting and absorbing the technological advancements it also outsources its requirements depending on needs. In order to venture into the technology intensive area of deep water exploration and production, permission has been accorded to ONGC to form strategic alliances with reputed multinational Exploration and Production (E & P) companies.

Recommendations of Bhurelal Committee

2569. SHRIMATI SARLA MAHESHWARI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the demand for the use of low sulphur diesel or clean fuels by the vehicles as alternative to the CNG is fast increasing;

(b) whether the recommendations of Bhurelal Committee set up for alternative to CNG have since been received; and

(c) if so, what are its findings?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI SANTOSH GANGWAR): (a) Demand for the use of low sulphur diesel of 0.05% maximum sulphur content in NCT have been made by many transport organizations, namely Indian Tourist Transporters Association, Delhi Contract Bus Association, DTC, DTC Private Bus Operators Welfare Association, Indian Association of Tour Operators in their representation to the Bhurelal Committee.

(b) and (c) Yes, Sir. The recommendations of Bhurelal Committee concerning Ministry of Petroleum and Natural Gas are given in the Statement.

Statement

(i) The hydrocarbon fuels are inherently polluting and hence such fuels cannot be regarded as 'clean fuels' and totally non-injurious to health. The effort is to constantly improve the fuel and engine technology of automobiles to reduce the effect. However, among these fuels, CNG, LPG and Propane can be regarded as environmentally acceptable fuels in the NCT of Delhi.

(ii) To get better emission control in petrol-driven vehicles, it is necessary to improve fuel quality, use catalytic convertors and ensure that fuel is not adulterated.

(iii) In view of the special measures needed for pollution control in the NCT of Delhi, low sulphur diesel with 0.05% (500 ppm) sulphur cannot be regarded as an environmentally acceptable fuel.

(iv) In the context of NCT of Delhi, there is need to bring public passenger transport (city buses, autos, taxis) as early as possible on CNG. For vehicles which cannot be converted to CNG for practical reasons, 0.05 per cent sulphur diesel may be permitted as a Transitional Fuel for a limited period of time to be kept as short as possible for public health reasons.

(v) Ultra-low-sulphur diesel (with 0.001% sulphur) and low PAH content in combination with Continuously Regenerating Traps (CRT) and catalytic convertors can be regarded as environmentally acceptable fuel in the NCT of Delhi provided it does not get adulterated with low quality diesel or other adulterants. However, it is not available.

(vi) The Government should make plans to promote all environmentally acceptable fuels for the NCR as also plans to improve quality of other fuels with the relevant exhaust treatment devices and engine technology so that different options can compete in the market.

(vii) MOP and NG should provide an adequate and enhanced allocation of natural gas for Delhi's transport sector and this allocation should keep pace with the growing demand.

(viii) Current infrastructure for CNG distribution should be strengthened and increased from its total 71 dispensing stations including 38

daughter stations, as on July 2001 to 90 dispensing stations by December 2001, all consisting of mother/on-line stations and daughter-booster stations, with a proper distribution across the city. IGL should ensure gas pressure of more than 200 bars in all the CNG stations.

(ix) Plans for future distribution infrastructure should be set into motion to ensure that it stays ahead of the growing demand and takes into account turn around time of vehicles at the dispensing stations.

(x) As taxis and autos are on dual fuel mode, contingency plans to deal with the eventuality of disruption in gas supply for buses should be prepared and a plan of action should be filed in the Hon'ble Supreme Court.

New Bottling plants in Karnataka

2570. DR. (MS.) P. SELVIE DAS:
SHRI K.B. KRISHNA MURTHY:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the State Government of Karnataka has requested to establish bottling plants of various Petroleum Companies under his Ministry; and

(b) if so, the number of bottling plants which will be established?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI SANTOSH GANGWAR): (a) and (b) Public Sector Oil Marketing Companies have the plans to set up three bottling plants at Bangalore, Shimoga and Mandiya during the Ninth Plan.

Recovery of dues by Oil PSUs

†2571. SHRI KAPIL SIBAL:
SHRI RAJIV RANJAN SINGH 'LALAN':

Will the Minister of PETROLUEM AND NATURAL GAS be pleased to state:

(a) whether it is a fact that various institutes owe a large amount to the institutes under the public sector oil companies;

†Original notice of the question was received in Hindi.